



P.O Box 19777, Nelspruit, 1200, South Africa
Unit 28, Block C, Central Park, 12 Suikerriet Street, Nelspruit, 1200
Tel: +27 13 755 6025 Fax: +27 13 752 5453 Cell: +27 82 802 2338
Email: brenda.horne@mcli.co.za
Website: www.mcli.co.za

WORKING TOGETHER TO MAKE THE MAPUTO CORRIDOR FIRST CHOICE FOR ALL STAKEHOLDERS
TRABALHANDO JUNTOS PARA TORNAR O CORREDOR DE MAPUTO a PRIMERA ESCOLHA

Maputo Corridor Logistics Initiative

WELCOME ADDRESS TO MCLI WORKSHOP BY BRENDA HORNE – MCLI CEO 4 FEBRUARY 2010

It is a great privilege for me to welcome you all here today to Nelspruit and our Maputo Corridor and trust that you had a pleasant and safe trip on our corridor coming here, enjoying the beautiful green Lowveld scenery at this time of the year. I trust that your stay with us will be memorable in more ways than one.

We ended 2009 on a very high note when The Maputo Corridor Logistics Initiative was awarded one of three prestigious NEPAD Transport Infrastructure Projects of Excellence Awards for the Maputo Development Corridor during the NEPAD Transport Summit held in Johannesburg in November 2009. This first NEPAD Transport Infrastructure Award is an initiative of the NEPAD Secretariat and is aimed at showcasing successful transport infrastructure projects in Africa that have demonstrated best practice, innovation, sustainability, good management and financial controls and have made a major contribution to the future of the continent in line with the aims and objectives of regional integration, NEPAD and the Africa Union. This award came on the back of the nomination of MCLI's corridor rail partner, CFM, as a finalist in the 2009 Africa Investor Infrastructure Awards for the rail upgrade to Port Maputo completed late in 2008.

The recognition of MCLI's work in the region is very gratifying given its ongoing efforts to promote and work towards regional integration, the free flow of people and goods and the facilitation of cross border trade and investment.

This is a complex and often challenging process involving our users as well as our two governments, customs, immigration, other border post departments and transport systems and often uncoordinated implementation of various levels of legislation and documentation for both cargo and people moving across the borders of South Africa and Mozambique.

We kick off this year with this operationally focussed workshop which is largely as a result of the complexities I have just mentioned, and because of the considerable input from MCLI members and stakeholders on the ground. It is clear that there are operational matters on the corridor that need further collective intervention from MCLI, hence MCLI is facilitating facilitated this workshop and we are gathered here today with our corridor stakeholders to deal with key issues on our corridor with a view to supporting and promoting operational efficiencies and in so doing, working to reduce the cost of freight transport and hence the cost of doing business in the region.

On behalf our two chairmen, Dr Mathews Phosa and Antonio Matos as well as the board of directors it is a pleasure for me to inform you that the decided focus for MCLI for this year will be:

- the 24 Hour Joint One Stop Border Post,
- Working towards greater understanding and facilitation of bi-directional transit cargo flows
- To focus on efficient rail service delivery and pricing strategies to ensure our port is serviced according to our clients needs
- and then to establish a MCLI footprint in Maputo, with registration through the Ministry of Foreign Affairs, giving us an opportunity to have greater access to donor funding with the view to expand our support to our members and services there over time.

In line with the before mentioned strategy we are delighted that we have been approached by the Chairman of the BCOCC OSBP project and his Mozambique counterpart to facilitate this stakeholder engagement session on the 24 hour joint one stop border post at Lebombo/Ressano Garcia; while also giving consideration to customs modernisations programs. Further more to focus on customs transit- import and export policies and procedures in order to support and promote a bi-directional transit corridor in and out of the port of Maputo and last but certainly not the least, the very important rail transport servicing

of the Maputo Corridor and supporting the Port of Maputo, through the necessary infrastructure, service levels and pricing policies.

The strategic objective of this intervention is to inform our partners of the recent growth and expected freight volume on the corridor in line with the Port, Road and Rail Master plans; to obtain an update from the authorities on progress on the 24 Hour Joint One Stop Border Post (OSBP) and plans for implementation; to establish a terms of reference for private and public sector cooperation on the OSBP and to table operational issues which negatively impact on the efficiency of the bi-directional flow of freight on the corridor with a view to MCLI engaging with the relevant public sector stakeholders to find common solutions.

A meeting such as this, with active participation of both the public and private sectors of both Mozambique and South Africa, where we need simultaneous interpretation, could not be possible were it not for the generous financial support from the Southern Africa Global Competitiveness Hub in Botswana as well as the newly established TradeMark Southern Africa program which DFID and DBSA are under scribing. We would like to express our sincere appreciation for this support and trust that the outputs and documents of these two days will also be of great benefit to them for the work they do in our region. Then furthermore, a sincere word of appreciation to our presenters for their willingness to make their time and knowledge available to make this meeting a success.

Now at the onset it is important for all of us to understand that this is a workshop and not just a conference/seminar and that there are rules of the game with clear pointers as to what it is and not is:

It is:

- A Mutual platform of Collaboration and Cooperation between the private and public sector stakeholders of the Maputo Transport Corridor

It is not:

- Us versus Them or Private sector versus Public sector

It is:

- An opportunity to share achieved volumes, on the road, rail, port and terminals as well as the border post

It is not:

- A blame game, trying to prove who is right and who is wrong

It is:

- About sharing information and creating a better understanding of future expected growth and capacities and plans around further developments also with the view of the OSBP and transit freight flows

It is not:

- About secrecy and who can gain or lose the most, holding trump cards & playing games

It is:

- An opportunity to table joint perceived challenges and constraints impacting on overall operational efficiency of our corridor

It is not:

- A table for price and commercial negotiations, which ought to take place between individual clients and service providers

It is:

- About finding joint workable solutions and a way forward

It is not:

- Just a talk shop to repeat what was said in the past, without an action plan

It is:

- About working together and not fighting each other to ensure greater operational efficiencies on our corridor to benefit each and every stakeholder as well as the communities of our corridor

Unfortunately we will not have sufficient time to have a “shoot from the hip” session, but I would like to request you to write those shots down under the heading of each session and I

commit to take these up with the relevant presenters/partners and follow up on those in due course.

Please note that in the line of our ethos of transparency and inclusivity, we will have all presentations posted to our website by late Monday afternoon, in order for you to have access to the work of the two days.

You all have the program with you so in essence a quick over-view is that the workshop is made up by four equally important sessions. **We kick off** with an information sharing session, which we trust will go along way to remove many misconceptions and rumours on our corridor and create a greater understanding of the huge potential of our corridor if we all work together.

The second session is a bi-lateral fully dedicated session to the update, inform and plan around our Border post from a de-congestion as well as 24 hour Joint One Stop Border Post Project point of view and will be jointly handled by our two project managers.

Session three is dedicated to the focus of strengthening the understanding and cooperation with regards to the flow of transit freight volumes on our corridor and here we trust that in presenting both the private sector as the public sector views, we will be able to promote with greater confidence in future our corridor as a bi-directional transit corridor.

Then last but certainly not the least is dedicated to the session I know most of us have a serious interest in, namely the rail service delivery on our corridor to support the freight flows to and from the port of Maputo.

I trust that you will find the two days with its four sessions, informative and pointing us into the directions of clear action plans.

Thank you for your active participation as well as consideration in our question and answer sessions, to ensure over-all consideration and participation